

HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT

Review Comments Form

Submittal/Document Title: Admin Final EIS				Reviewer: FHWA		Date: 7/16/09	
Response Code: A - Agree and will comply B - Will investigate and comment C – Clarification needed D - Disagree for reasons noted E – No action Needed							
Comment No.	Reference	Comment	Responsible Party	Response Code	Response:	Reviewer's Concurrence	Verification of Incorporation
1	FHWA Letter dated 07/16/09 Page 1, Para 1	Traffic impact analysis and information for the Pearl Highlands transit center and ramp near the H-1 and H-2 Interchange to determine that the transit proposal does not: (1) impair the highway network; (2) does not interfere with the free and safe flow of traffic during construction; and (3) does not interfere with the operation and maintenance of the transit facilities within the Interstate right-of-way.	Mark Garrity	A	<p>The proposed park-and-ride access ramp from southbound H-2 was examined for traffic impacts. No significant impact is anticipated. A full description of the proposed ramp and traffic analysis is shown in the addendum to the Transportation Technical Report and summarized in the Final EIS Chapter 3, section 3.4.3 as follows:</p> <p>An additional traffic analysis examined the potential effects on highways surrounding the Pearl Highlands Station. The analysis focused on the H-1/H-2 interchange, including the effects of a new H-2 southbound off-ramp with direct access to the park-and-ride and transit center, effects on the existing H-2 northbound on-ramp at Kamehameha Highway, and effects to westbound Farrington Highway between Waiawa Drive and Kamehameha Highway. The analysis found that traffic from the Pearl Highlands Station will not significantly affect highway segments in the area. Final EIS</p>		

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					Figures 3-12 and 3-13 show predicted 2030 traffic volumes with and without the Project. The complete results of the analysis are included in Addendum 02 to the Transportation Technical Report. An operational and safety analysis report has been prepared summarizing the results of the analysis. An Interstate Access Modification Request will be made in 2010. The City will continue to coordinate with FHWA.		
2	FHWA Letter dated 07/16/09 Page 1, Para 2	FHWA has approval authority for use of airspace within the right-of-way limits of the Interstate. Our office will need to assess the environmental impacts before approving any Interstate airspace use. As a cooperating agency, we anticipate adoption of evaluations performed in the EIS to serve as the basis for our environmental decision document.	Mark Garrity	A	A new section to Chapter 3, section 3.4.3, of the Final EIS has been added: Effects on Interstate Freeways There are seven locations where the Project will either cross or enter Interstate freeway airspace, including freeway mainline and access ramps. The guideway will cross the H-1 Freeway in two locations, and a ramp from the H-2 Freeway to the Pearl Highlands Station parking garage and transit center will cross over the H-2 Freeway. In addition, the		

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					guideway will cross interstate freeway access ramps near Aloha Stadium, Pearl Harbor Naval Base, and Ke'ehi Interchange. Finally, the guideway will enter airspace above the H-1 Freeway near the Airport Interisland Terminal. These will require coordination with and approval by the FHWA. Necessary permits and approvals related to airspace are listed in Table 4-40, List of Anticipated Permits. The crossing locations can be seen in Figures 2-9 and 2-10. Plan and profile drawings of October 1, 2009 Honolulu High-Capacity Transit Corridor Project Environmental Impact Statement 3-51 the proposed structures are shown in Appendix B. Standard minimum horizontal and vertical clearances have been incorporated into project design. There are no other identified effects resulting from project crossings of the interstate.		
3	FHWA Letter	Should the engineering staff determine that design	Mark Garrity	A	The Project is proposing to restripe the section of H-2 near		

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	dated 07/16/09 Page 2,	exceptions on the National Highway System are needed for the transit proposal, coordinate with FHWA and Hawaii Department of Transportation Highways Division			the Kamehameha ramp merge area to provide a parallel merge lane that will continue for approximately 500 feet across an existing bridge. To accomplish this, the existing lanes will be narrowed from 12 feet to 11 feet, the inside shoulder will be reduced from 4 feet to 2 feet, and the outside shoulder from 10 feet to 3 feet. The City has met with FHWA and HDOT concerning this issue and will continue to coordinate as the Project moves forward.		

Exhibit QP 3.10-2 – Review Comments Form